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The McKinley Herald.

VOL. I, No. 4. BUFFALO, N. Y., AND McKINLEY, ISLE OF PINES. JULY, 1905.

WORK ON THE MANIGUA ORANGE GROVES.

About 195 Acres Now Cleared.

The month of June has been one of the busiest in the history of the McKinley colony and the fine progress that has been made in clearing the Orange Groves Tract has encouraged all the settlers in the colony to renewed activities on their own lands.

Elsewhere in this issue of the HERALD will be found cablegrams from Mr. Hayes describing briefly, but accurately, the facts regarding the clearing. Fifty acres have been cleared all told since May 30th and up to date 195 acres have been cleared all told. We hope to report that 250 acres, or one-half of the Orange Grove Tract, have been cleared in the next issue of the HERALD.

Several hundred fine young orange trees have arrived from Florida and the work of setting them out has begun, as reported in Mr. Hayes' letter and also in the letter of young Mr. Sherwood, which we print on another page.

Now that the ground has become thoroughly softened by the showers of the spring and summer, ploughing is being pushed. The Company now has three teams of mules, which we believe will be sufficient to enable us to catch up in ploughing with the amount of land already cleared and keep pace with the clearing from now on, so that the entire acreage cleared will be ploughed by next fall.

The lumber for the cottage to be erected on the Grove Tract has been ordered and, in fact, we believe it has been received by this time. If such is the case, the work of erecting the cottage is now under way. An additional house has been built for the accommodation of the Cuban workmen. Upwards of 42 of these men have arrived at the colony during June, having come in response to advertisements inserted by the Company in Havana papers calling for workmen. There have, of course, been a number who have thrown up their jobs out of the lot brought over in May, but the ranks of our working force have been constantly increased by new recruits from Cuba, so that the places of those who quit have been immediately filled.

It became necessary for a representative of the Home Office to confer with Mr. Hayes this month, and accordingly our Treasurer, Mr. Frederick A. Fernald, sailed from New York on the S. S. Morro Castle on Saturday, June 24th. He arrived in Havana on Wednesday, June 28th, and after attending to some of the Company's business there, proceeded to the Isle of Pines.

Mr. Fernald, while at the Colony, will arrange for a site for the new saw mill, part of the machinery of which has been purchased and which we hope will arrive at the Colony complete and ready for work next month.

While at McKinley, Mr. Fernald will inspect the clearing accomplished by the Company and the settlers, and we hope to receive an extended report from him in time for the August number of the HERALD. He will also take a lot of photographs illustrating the conditions, as he took with him an excellent camera.

Latest News.

A letter just received from Mr. Hayes under date of June 29th reads as follows:

"I returned from Havana last Sunday morning (June 25th), bringing 26 men from there that I had secured through the assistance of different parties.

"At Batabano I secured twelve more, and brought 38 over to the Isle of Pines. At Nueva Gerona I found five men who had just come from Grand Cayman Island, having heard that work was obtainable here. From the total number of these men we have already missed four or five who have not reported for work, but whose passage was paid by me. This I have expected, so I am not surprised.

"The others are now at work and so far appear to be contented. We now have about 82 men on the pay roll without the Americans, a few only of whom are working occasionally.

"We are now at work on the second building for workmen, having completed the first one a few days ago. Each building is designed for the accommodation of 32 native workmen, there being 8 bunks in each of the four rooms.

"The foundation is laid for the Grove Cottage and the joists for the ground floor in place, but work will be delayed a few days to permit the completion of the second camp building."

The Soil at McKinley.

In a letter dated June 21st, Mr. Hayes writes as follows regarding conditions at McKinley:

"We have planted about four acres of orange trees and they are looking well. Plowing is now progressing and probably about 15 acres have been turned over.

"I am sending out this week small gangs of men to work upon the tracts of Messrs. McMullen, Seelbach, Stanley and McGillis. I will send the stump-puller over to the tract of Mr. Spowak in a few days to help him in his clearing.

"A recent letter asks about our subsoil. This on all parts of our tract is a sandy clay soil, particularly adapted to the growth of orange trees. We are especially fortunate in this, as the subsoil is very deep and will permit of the rapid and healthy growth of top, root and feeders. *We have no hard pan nor undesirable subsoil* on the tract, nor do we believe there is any at any depth. Wells have been dug to the depth of 27 feet and nothing of an unfavorable nature has so far been found. There are some small pieces, particularly upon the knolls where some gravel is mixed with the subsoil. (A gravel soil, as any fruit grower knows, is perfect soil for fruit trees.)

"A dark soil upon our tract covers nearly two-thirds of our entire acreage, while it is also found in all of the depressions of other parts of our tract. It is all rich, good soil, easily cultivated and plowing up in fine shape. In fact, it is just what farmers term first class soil.

Pineapples from Isle of Pines.

As announced in the last issue of the HERALD, we received early in June four crates of pineapples direct from the Isle of Pines.

And such pineapples they were!

The four crates weighed altogether 280 pounds, or 70 pounds to the crate, and they packed 16 pineapples per crate, or an average of nearly 4½ pounds each. Some of them weighed as much as 6½ pounds. They were delicious in flavor and so sweet that some of our bondholders who bought them said they did not require much sugar. The entire assignment was sold out in a couple of days at prices ranging from 25c to 30c apiece. Fruit of the same size was selling at that time at 50c each, but the Company merely wished to pay expenses on the shipment. These pines were the smooth Cayenne variety and were raised on the property of an American named Elmo. He is reported by young Mr. Sherwood as having shipped 20,000 pineapples this season.

Visitors at McKinley.

A number of visitors from Buffalo have been at McKinley during the past month and the reports they have brought back are most encouraging; nor is this all, for the additional purchases of bonds which several of our investors have made, and new purchases by our visitors, such as Messrs. Tidball and Mueller, indicate the excellent prospects which our undertaking holds forth.

On the whole, the affairs of the Company were never in a more satisfactory condition than they are today, and the further we go with this enterprise, the more thoroughly do we feel justified in the profitable anticipations we have held in the past regarding it. It simply requires the patience, energetic and continued effort that is being given it, to make it a glorious success.

CABLEGRAMS FROM McKINLEY.

The progress of the work of clearing the Orange Groves Tract is told in a series of cablegrams received by the Tropical Development Company from President Horace P. Hayes during the month of June. They are as follows:

BATABANO, Cuba, June 17, 1905.

Tedeco, Buffalo, N. Y.
One hundred and seventy-five acres cleared.
(Signed) HAYES.

HAVANA, Cuba, June 21, 1905.

Tedeco, Buffalo, N. Y.
One hundred eighty-five acres cleared. Twelve more workmen secured.
(Signed) HAYES.

BATABANO, Cuba, June 25, 1905.

Tedeco, Buffalo, N. Y.
Thirty workmen arrived today.
(Signed) HAYES.

BATABANO, Cuba, June 30, 1905.

Tedeco, Buffalo, N. Y.
One hundred ninety-five acres cleared.
(Signed) HAYES.

PORT McKINLEY.

Our Magnificent Harbor on the Nuevas River.

The Tropical Development Company is possessed of the finest body of citrus fruit land in the Isle of Pines, situated between two rivers two miles apart, every acre offered for allotment being high, dry and fertile.

The productivity of the soil is proven by the fact that it has grown crops of the finest quality of tobacco raised anywhere in Cuba, and that there are numerous orange, lime, mango, guava, aguacate and other tropical fruit trees scattered over it, indicating by their presence what could be accomplished by skillful cultivation.

At the southern end of this magnificent body of land we are establishing one of the largest orange and grapefruit groves in the world—a great orchard 45,000 scientifically budded orange and grapefruit trees covering 500 acres. The work of planting this grove is being pushed as fast as human energy backed by ample capital can accomplish the task. *We now have over one hundred men at work and our payroll amounts to upwards of seven hundred dollars a week.*

Every dollar that is spent on the orange groves is increasing the value of the adjacent acreage which we are giving away as a bonus with our PROFIT SHARING GOLD BONDS—really shares in the groves. Thus we are making *your* land more valuable by planting the groves and, at the same time, you will get the profits earned from the sale of fruit raised on the groves.

Up at the northern end of our tract above the town site of McKINLEY, and at the point where the waters of the beautiful Nuevas River meet and mingle with those of the Del Medio, is the site of Port McKinley, the future shipping point for the whole northwestern section of the Isle of Pines.

Captain Hunter, who formerly commanded the steamer Jas. J. Campbell, plying between Batabano and the Isle of Pines, told the writer recently that he had been up the Nuevas River in a steam launch when he was in the employ of the Cuban Revenue Service. Captain Hunter spoke of our harbor facilities as follows:

"Your company has the best and largest river in the Isle of Pines. Not only is it the longest, but it is the greatest in volume, especially between the point where it unites with the Del Medio and the sea. From that point to the ocean the distance is a mile and three quarters. I have been up there in a Cuban revenue launch several times and took soundings of the depth. You have eighteen feet of water in this river, which is three times as great a depth as the Casas River has, on which Nueva Gerona is situated. Furthermore, your river is fully 133 feet wide, which is quite wide enough to allow a steamer 125 feet long to turn around in. On the whole, I cannot speak too highly of the natural advantages possessed by the Nuevas River as a port of entry, the only thing necessary to make it available being a little work at the mouth. I believe the time is near at hand when the Nuevas River will be the outlet for the largest quantity of freight of any port in the Isle of the Pines."

The land lying between the port and the town-site of McKinley will increase in value rapidly as the shipping facilities are developed, just as the property near the orange groves tract advances on account of the cultivation of this big orchard.

Thus all parts of our acreage will increase in value surely and speedily.

The McKinley Herald.

PUBLISHED BY THE TROPICAL DEVELOPMENT COMPANY, 17 WEST SWAN ST., BUFFALO, N. Y., AND McKINLEY, ISLE OF PINES.

JULY, 1905.

"THE KEY WEST ROUTE."

Elsewhere in this issue of the HERALD we give space to an article describing the extension of the Florida East Coast Railway from Miami to Key West.

Not only is this enterprise remarkable as an example of difficult railroad construction-work, but it is also of great importance in the development of closer traffic relations between Cuba and the Isle of Pines and the cities of the North and East.

Key West, a town of some 17,000 inhabitants, is built upon one of a chain of islands which fringe the southern coast line of Florida fronting the Atlantic Ocean. The builders of the new road will take advantage of these islands or sand-keys as much as possible in running their line, but, nevertheless, many miles of rails will necessarily have to be laid on trestle-work built over the ocean bridging the shallow channels which separate the keys.

Although Key West is to be the terminal of the road, Havana and the productive fields of Cuba are the objective points involved in this undertaking. It is the intention of Henry M. Flagler, the Standard Oil magnate, who owns the East Coast Railway, to put on a line of specially constructed sea-going transfer boats, really huge ocean ferry boats—which will transport loaded freight cars between Havana and Key West, a distance of 87 miles. Thus Mr. Flagler expects to capture a large part of Cuba's tonnage—not sugar and tobacco, which are not perishable, and, therefore, do not require quick handling, but that enormous volume of freight business which the fruit-growers and truck-farmers of Cuba and the Isle of Pines will furnish.

To be sure, there is no lack of adequate shipping facilities from the Isle of Pines at present, as a crate of vegetables can be started on its way North on Friday and will reach New York on Tuesday morning—a total of only four days—but Mr. Flagler realizes that a through refrigerator express service from Havana to New York in, say, 40 hours, would be largely patronized by shippers selling products as profitable as citrus fruits and winter vegetables.

We, of the Isle of Pines, should hail the extension of the East Coast road to Key West with satisfaction. Ultimately, as the Isle of Pines becomes more and more widely known and its exports increase in volume from year to year as they are bound to do, we may look forward to the construction of a belt-line railroad around the island and the inauguration of a ferry service between, say, Port McKinley, on the Nuevas River in the Isle of Pines, and Batabano, Cuba, where our loaded freight cars could be run into the sheds of the Western Railway of Cuba and whisked over to Havana, 36 miles away. Here they would roll aboard the Flagler transfer boats for Key West.

Photo by M. H. Dunn

GROUP OF VISITORS AND SETTLERS AT McKINLEY.

Thus, with the completion of the "Key West Route," we may confidently anticipate the shipment of a carload of fruit or vegetables from the Isle of Pines to New York, Boston or Chicago without breaking bulk.

HIGH PRICES FOR ORANGES.

In this issue of the HERALD we publish two items of interest to our Bondholders which appeared in a recent number of the *Packer*, relating to the high prices prevailing in the citrus fruit market.

The past season has been a very successful one for the California growers, the prices received being excellent, the demand steady, and the profits correspondingly large. The current quotations for oranges, grapefruit and lemons in the New York market, which range as high as $6.00 per box, are very gratifying, and it will be found, as the summer advances, that these high prices will not only be maintained but will witness a substantial increase.

Already the buyers of the big New York fruit commission houses are making contracts for next fall delivery at the splendid figure of *$1.25 per box* for fruit as it hangs on the tree, the buyer paying all expenses of picking, packing, hauling and shipping.

When you bear in mind that we have figured our profit at only $1.00 per box, we feel that we have been very conservative in our calculations. Remember, too, that we can market our fruit in September and October, long before the unripe Florida product can be shipped, and at a cheaper freight rate.

On a yield of three boxes to the tree on 45,000 trees sold at a profit of $1.25 per box the returns on our Bonds should be very satisfactory.

Cuban News Items.

Upwards of 50 members of the Louisiana Press Association visited Havana during the first week of June, accompanied by their wives and families. The party sailed from New Orleans on the S. S. Excelsior of the Southern Pacific Steamship Co.'s service, going direct to Havana. As Louisiana is a sugar-producing State, the visit of these press representatives will probably serve to advertise Cuba's advantages in cane-growing among the Louisiana planters.

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Capitalists interested in the United Fruit Company, one of the largest banana-importing concerns in this country, and the Cuba Company, builders of the Cuba Central Railroad, are preparing to erect what will be the largest sugar mill in the world, at Nipe Bay, Santiago Province, Cuba. The machinery alone is costing over eight millions of dollars, and is said to be the most perfect ever constructed. The company owns 30,000 acres of land excellently adapted to sugar-cane culture and will plant this acreage at once. About twenty million dollars will be expended in this enterprise the coming year. The construction of this gigantic plant is made possible and profitable by virtue of the recent reciprocity arrangement effected with Cuba by which a reduction of 20 per cent. of the duty was granted on raw sugar produced in Cuba and imported into the United States.

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The Cuban Ambassador at Washington visited Arlington Cemetery on Decoration Day and placed a beautiful wreath of flowers on the monument erected to the memory of the victims of the Maine disaster and another wreath in that part of the cemetery where the soldiers are buried who died in the Spanish-American war. This graceful tribute emphasizes the friendly attitude which the Cuban government has adopted in its relations with the United States.

Pineapples as a Medicine.

LOUISVILLE, June 10.—In handling pineapples, E. O. Hind, of Hind & Fuchs, of Louisville and Indianapolis, has discovered that they are not only a fine dessert for the table but one of the finest articles as a medicine. For indigestion they beat all medical preparations known to science. The eating of one or two slices after a meal will aid the digestion of food to such an extent that it creates an appetite. For throat trouble the juice of the pineapple straight, or in a syrup form, is exceedingly fine. It is a sure cure for croup among children. Whooping cough is also relieved by its use. Some mild cases of diphtheria have been known to be cured by its use. Now that pineapples have become so cheap, every housewife should put in a supply for winter use. The preparation of pineapples is like other fruits, either cooked with sugar, or put up on the cold process. For colds for adults the pineapple juice, in connection with whisky and syrup, is exceedingly beneficial.

Kansas has four apple orchards of 40,000 trees each, says the Kansas City *Journal*, one of 25,000 trees, one of 20,000 trees, one of 18,000, three of 15,000 each, three of 10,000 each, 15 of from 5,000 to 9,000 each, eight of 4,000 each and six of 3,500 each. The Yaggo orchard, in Reno county, produced 55,000 bushels of apples last year.

The value of the strawberry crop in the Hood River, Ore., district is indicated by the fact that 100,000 crates valued at $140,000 were shipped last season and that yields have amounted to $500 per acre in some cases.

Summer weather has not frightened those whose faces are turned McKinleywards. Every week sees a new party of friends headed southward, and every mail from the Isle of Pines tells us of new arrivals.

The Tropical Pioneer.

Anglo-Saxon strength and courage
Won for us our native land,
Tamed the savage, felled the forests,
Tilled the acres, broad and grand.

Patience, striving and enduring,
Swept the wilderness away.
Here now stands a mighty nation,
Many millions strong today.

Western plains and grassy prairies
Glisten now with fields of grain!
For a soldier-hearted courage
Made the striving not in vain.

It was pity of a nation
Set the starving Cubans free—
Raised their flag and left it waving
On their island in the sea!

In the land where summer lingers,
Where the palm forever grows,
'Tis the Anglo-Saxon valor
Makes it blossom as the rose.

CAROLYN B. LYMAN, *Batavia, N. Y.*

The Tobacco Crop.

Reports from the Isle of Pines indicate that our island is beginning to reassert its old supremacy as a spot equal to the famous Vuelta Abajo for the successful propagation of the finest quality of tobacco.

Here and there on the McKinley tract are to be seen the cleared fields and the palm-thatched sheds of the Henry Clay-Bock Co., who raised 550,000 pounds of leaf, mostly on this property, in a single season during the Spanish-American War, and recently the settlers from the States have been busying themselves with the cultivation of the seductive weed generally throughout the island.

A Mr. Rumsey left early in June for New York, taking with him the crop of tobacco which he raised during the season just passed to be baled and sold in Havana. His shipment included some very high grade tobacco and its texture and aroma were much praised by experts who inspected it.

Another fine crop was raised by a Mr. Mason, who took it to Havana for classification and baling. Tobacco is ready money in Cuba, just as wheat is in the West, and cotton in Dixie, and the success which both the native and American growers are meeting with in the cultivation of the leaf should encourage others to devote some of their acreage to this highly profitable crop.

Pineapple Shipments.

This is harvest time in the pineapple fields of the Isle of Pines, and the lucky growers of this delicious fruit are reaping a rich harvest from the sale of their crops.

Thousands of magnificent pines are going out every week and the returns the shippers are getting are fully up to the expectations of the most sanguine Isle of Pines enthusiast.

Among those who are making large shipments are a retired physician who has a home in the island and who is reported as having consigned to Northern produce men 210 crates of smooth cayenne pines one day early in June. They averaged ten and twelve pines to the crate, which means that they were of remarkable size.

Another grower shipped more than a carload the first week in June, and the prices that he received for his fruit in Havana ranged as high as $3 a crate, which is a remarkable quotation for pineapples in the Havana market. It is said to be the highest ever paid for this fruit in the Cuban capital, and was the subject of universal comment in the Havana papers. Those the grower shipped North netted even larger returns.

All this proves that the claims for superiority as to soil and climate made for the Isle of Pines are matters of *fact* and that these results can be attained by any industrious man is proven by the recent history of the Isle of Pines.

Correspondence from McKinley.

Mr. Frank Sherwood likes McKinley more and more the longer he stays there. Here is what he wrote to his father and uncle about the colony recently:

McKinley, Isle of Pines,
June 14, 1905.

Dear Father and Uncle—As I have a few minutes to spare I thought I would drop you a few lines to let you know how the McKinley proposition is. I think it will be a good one when they get farther along. It is only in its infancy now, as it has not been on the way for a very long time—just since last February. But they have about 170 acres cleared and are ploughing and planting the orange trees. I helped set out the first tree and quite a hot time we had. There were 14 of us who shook hands over it. They expect to get a 50-horse power portable saw mill and planer here in a month or so. Mr. Hayes says he is going to put a small railroad from the orange grove through the town site and out to the dock, so you see we will have pretty quick a good means of sending stuff to market from any place on the tract. There is a fine place for the dock, which is to be situated on lots Nos. 3 and 4, and there is a small bay where the boats can lay while waiting for a load.

I have been all around the neighboring towns and the farmers are doing fine. We were in a grove of 50,000 pineapples last week, and the man (Mr. Elmo) was shipping 20,000 pineapples. We have visited Mr. Van Voorhis and he has a fine place. He says he made about $1,500 clear last season off just egg-plants and tomatoes. Mr. Ryan, one of Mr. Van Voorhis' neighbors, has an orange nursery of over 14,000 trees and they are valued at about $4,000, and when he came here two years ago he only had about $800 to buy his land and get his place in shape. He never even had his team of mules till this fall.

I sent you a picture of Dave and I and some of the pineapples we bought at Mr. Rogers'. Most of the pines in a two-acre patch are of an average weight of 8 lbs., and they are the very finest of flavor. You people up North don't know what pineapples and bananas and all such fruit are like. We were over a nursery last week and had our fill of watermelons, and they were certainly fine.

I have been to so many places that if I was to tell you all about the things I saw it would take a book. But just wait until McKinley gets a little older and then we will be able to show you a few things.

Well, as I am getting kind of tired I will close for this time.

O yes, Daddy and Uncle, we have the finest climate down here you ever saw. Sunshine every day and at night it gets cool but never cold like in California. Well (adios), good-bye.

From your loving son and nephew,
Frank.

Best regards to all.

California Orange Market.

New York, July 1.—The market has been very firm all through the week and prices have ruled about the same high plane last week, with 150s to 200s in about the best request. Receipts have been light, total sales up to Thursday morning being about 60 cars. Navels are about out of the running and what have arrived have shown too much age to be depended upon. Best stock has sold around $2.50. Valencias have been coming in showing a little decay in some cases. Good stock has sold as high as $5.50 and has ranged from that point down to about $4, with choice realizing from $2.50@4. Mediterranean Sweets have been in excellent demand selling from $3.50@4.50 for fancy, and $2@3.50 for choice. St. Michaels realized about the same figures as Sweets.—*Packer.*

Photo by M. H. Dunn

TRACT No. 373, OWNED BY MR. GEO. T. HOLLOWAY OF BUFFALO.

McKINLEY ITEMS.

Several people have mentioned the progress Mr. Jno. Spirook is making and the cozy home-like place he is building on Tract 401.

Mr. Andre Muller of 325 West 36th street, New York City, has just returned from a flying trip to McKinley. But his impressions were so favorable that he has increased his bond holding since his return.

Recent advices from McKinley tell of the arrival at McKinley of Mr. A. V. VanVolkenberg and Mr. E. W. Fisher, who recently purchased a number of our bonds. We shall hope to hear of a new home on Tract 216.

Mr. Adelard Martel writes us to address his future notices of payment to McKinley. As Mr. and Mrs. Martel have just returned from a visit to their property there, we take this to mean that their present visit will be the beginning of a permanent residence.

Messrs. J. & F. Prenatt and their wives, Miss Kate Zook and two children of Mr. Frank Prenatt, sailed July 8th to make their future homes at McKinley. Mr. Prenatt, Sr., is an experienced farmer and Mr. Prenatt, Jr., an all round hustler, whom we predict will make things hum at McKinley. Their numerous friends join us in wishing them every success.

We recently heard from our good friend, Mr. J. H. Bostwick, who has been living since last January on his tract, No. 421. We may add that Mr. Bostwick's letter was a most substantial proof of his faith in the future of McKinley, for he enclosed his check in full for the purchase of 10 bonds, selecting as his bonus the adjoining tract, No. 431.

The Rev. G. W. West of Denver writes us for final instructions regarding the shipment of his goods to McKinley. He adds that his daughter will accompany him and that they will start for McKinley within the next two weeks. Mr. West is an Episcopal clergyman and it would be most gratifying if his arrival should concentrate interest upon the organization of a church—and we believe it will.

Mr. W. E. Poor, one of our pioneer colonists who is comfortably established and working on his Tract No. 394, writes only occasional but always interesting letters.

In a recent personal letter he mentions some facts about the Nuevas River which flows by his tract:

"I was more than astonished Saturday," writes Mr. Poor. "Sam and I thought we would cool off by taking a swim in the river, which runs about 150 feet from our camp. Heretofore we had not attempted it, it seemed so full of snags and did not seem deep enough at this point. We, however, worked several hours pulling out snags and giving the current a little chance. It washed away the mud and left a fine yellow sand bottom with a depth of 10 feet or more of water in the deepest place and clear as crystal, and I have now as fine a bathing place as one could wish for. We also built a dock extending 18 feet from the bank into the river and, talk about fish, we have them nearly every day. Within the past two weeks they have been getting larger, and I saw one yesterday that looked like a Northern muscallonge, that must have been 30 inches long and probably weighed 15 lbs. or more. I think that now the rainy season is on they are coming up from the sea, as I had only seen small ones before, weighing perhaps three-quarters of a pound; but these fellows that we are running now are certainly dandies. This new feature of bathing beach, etc., adds, oh—call it $250 to the value of 394."

Advance in Price of Bonds

We wish to impress upon our readers that the offer of the Tropical Development Company's profit-sharing Gold Bonds with bonus of fertile plantation acreage, or city lots, at the present price of $85 each is limited and will expire as soon as the few remaining bonds reserved for sale at $85 are disposed of.

We have no fixed date for advance in price. This depends upon the number of bonds sold; but it is *absolutely certain* that within *a very short time* the few remaining bonds for sale at $85 will be subscribed for. After they are sold the price of all bonds will be *advanced.*

In order to avoid disappointment, fill in the subscription form enclosed herewith and mail it to us today with your remittance. If your subscription reaches us before the balance of our bonds offered at $85 are sold, your application will be accepted. If not, your money will be refunded unless you wish to buy at the increased price.

Why toil and freeze here when you can start on the road to success and perhaps FORTUNE by accepting our great offer *now?*

An Illustration of our Easy Payment Plan.

In order to make it as convenient as possible for purchasers to buy and pay for our Profit-sharing Gold Bonds without making a heavy outlay of money at any one time, we have arranged an easy plan of installment payments covering four years.

We charge no interest on these installments, and we give you the right to settle on your land as soon as you have made your first payment. You can proceed to plant it and sell your crops without any charge from us except the regular installment payments. Thus you save your rent and you also save the expensive coal bills which you have to pay here.

The following table of payments explains our plan fully:

	Monthly	Every 3 months	Every 6 months	Yearly
1 bond..	$ 1.78	$ 5.32	$10.63	$21.25
2 bonds.	3.55	10.63	21.25	42.50
3 bonds.	5.32	15.95	31.90	63.80
4 bonds.	7.09	21.25	42.50	85.00
5 bonds.	8.86	26.58	53.16	106.25
6 bonds.	10.63	31.88	63.75	127.50
7 bonds.	12.40	37.20	74.40	148.80
8 bonds.	14.17	42.50	85.00	170.00
9 bonds.	15.94	47.82	95.63	191.25
10 bonds.	17.71	53.13	106.25	212.50
11 bonds.	19.48	58.44	116.88	233.75
12 bonds.	21.25	63.75	127.50	255.00
15 bonds.	26.57	79.69	159.38	318.75
20 bonds.	35.42	106.26	212.50	425.00
24 bonds.	42.50	127.50	255.00	510.00

At the request of numerous Bondholders, the Company has decided to allow a discount of Ten Per Cent. (10%) on annual payments, so that you *save money by paying annually at time of purchase.*

The net amount of money due the Company on any annual payment after the Ten Per Cent. discount is deducted may be seen at a glance by consulting the following table:

	Yearly Payment	Less Ten Per Cent	Net Amount Due Company
1 bond.....	$ 21.25	$ 2.12	$ 19.13
2 bonds....	42.50	4.25	38.25
3 bonds....	63.80	6.38	57.42
4 bonds....	85.00	8.50	76.50
5 bonds....	106.25	10.63	95.62
6 bonds....	127.50	12.75	114.75
7 bonds....	148.80	14.88	133.92
8 bonds....	170.00	17.00	153.00
9 bonds....	191.25	19.12	172.13
10 bonds....	212.52	21.25	191.25
11 bonds....	233.75	23.37	210.38
12 bonds....	255.00	25.50	229.50
15 bonds....	318.75	31.87	286.88
20 bonds....	425.00	42.25	382.75
24 bonds....	510.00	51.00	459.00

Now, you will see by reading over the above table, that you can buy, say, 12 bonds while they are selling at the present price of $85 each and pay only $21.25 down on them as your first payment, or if you pay a year's payment you get Ten Per Cent. discount. You can then move down to McKinley and settle on your tract. If you wish to change your location you can pick out any other tract on our property which is open for purchase. Our president, Mr. Horace P. Hayes, will cheerfully assist you in this or any other matter affecting your welfare or happiness, as far as possible.

Therefore, by paying only $21.25 down and $21.25 a month for four years, or an annual payment of $229.50, you can secure 12 of our Gold Bonds at $85 and get a free deed to 10 acres of the best fruit and vegetable land in the tropics, a couple of fine residence lots and a business lot in the new American town of McKinley.

Buy *now* before the price advances.

Mr. John Thomas of Buffalo has frequent and enthusiastic letters from Mrs. Thomas, and his son and daughter-in-law, who have a cozy home at McKinley. He says they like McKinley better every day. Mr. Thomas expects to join them there this fall.

FLAGLER'S ENTERPRISE.

Extending His Road From Miami to Key West.

The New York *Herald* of Sunday, June 18th, contained a very interesting article on the extension of the Florida East Coast Railway from Miami 154 miles on sand-keys and over the water to the Island of Key West.

We quote the following from the article because of its importance to those interested in the Isle of Pines:

I had a special interview with Mr. Flagler regarding the details of this remarkable work, which has now reached a point known as Homestead, twenty-eight miles southwest from Miami. The road will traverse for a considerable distance a ridge or slight elevation of oolitic limestone, and passing beyond this will reach sand, the mangrove, that strange tree which reaches its roots downward into the water from the limbs above being for a long distance the principal vegetation. Then the road will strike considerable stretches of water, more or less shallow, but always the foundation will be one of the finest and most substantial imaginable, namely, coral rock.

The construction will be of the most expensive and durable character, and everything will make for absolute safety. The first survey was for a line to Cape Sable, but when this was made Mr. Flagler found that he was sixty miles from Key West and twelve miles from what is known as the three-fathom line of the Gulf. He therefore decided to undertake the greater proposition, and so changed the line from Homestead and is building more nearly along what may be called the general line of the coast.

GO FROM KEY TO KEY.

In a scenic way this road will be notable. The views it will give of those beautiful Southern waters, with all their tenderness of tint, with the scores of "keys" or islands and islets, great and small, will make it like a voyage in wonderland. The line will pass from key to key, and the first deep water it will strike will be at what is known as Knight's Key, where there will be a channel thirteen feet in depth.

Several drawbridges will be constructed, some for the use of the small vessels which are engaged in the sponge fisheries, the seat of the sponge trade being Key West. One of the drawbridges will be for the special convenience of pleasure craft, including houseboats, so that the latter can thread their way through the mazes of the keys and thus avoid the broader waters of the Gulf or of the Atlantic Ocean.

The solidity of the bottom of this wonderful piece of railway construction will be equalled by that of the roadbed itself; in other words, the latter will be partly of the coral rock quarried from the keys, and made entirely solid, and partly of cement or steel. Mr. Flagler has, of course, the best engineers, and these assure him that steel can be so treated as to withstand easily the corrosion usual in that climate and under those conditions.

He will build cement piers, these to be cylinders of steel in some cases, where the water is deepest, say four feet in diameter and filled with cement, while in other cases there will be piers of cement, with arched spans of fifty feet, also of cement, strengthened with steel. The roadbed will in all that part of the construction be twenty-seven feet above the water, so that there will be entire safety, the danger from storms practically amounting to nothing, owing to the natural shelter which is given the line by the formation of the keys.

One of the largest keys to be traversed is Key Largo, and another very important one is Bahia Honda, which is only forty miles from the eastern end of the island of Key West. The latter island will be the terminus of this most important road. Below Bahia Honda there will be the most important of the bridge constructions, this being about seven miles in length and the total cost of this bridge alone will run into the millions. In all the world there will be nothing like it.

THREE MILES OVER WATER.

At one point for almost three miles the line will run entirely over the water. Mr. Flagler remarked with a smile that travelers over this route would not be troubled with dust. The deepest water to be built over is twenty to twenty-five feet.

The charter which Mr. Flagler originally obtained from the State of Florida for the Florida East Coast Road called for its construction within a certain period to the island of Key West, which is named as its deep water terminal, and hence it is going there. He cannot say what the total cost will be, but it will amount to many millions, as he is determined to have the solidity unquestioned and every appointment most thorough.

The position of Florida with relation to important Southern points, to wit, Cuba and the Panama Canal, is perhaps not generally known. Key West is much to the westward of Florida, and, in fact, it and Tallahassee, the Florida capital, are on a line north and south, while a line drawn from Miami to the southward will be found to pass midway through Cuba and then strike Colon, one of the terminals of the isthmian canal.

Key West literally dominates Cuba, and Mr. Flagler will construct on the former island a splendid system of terminals, filling in a vast stretch of the shore with material, very probably a singular kind of white mud found a little distance away, which has great hardness and makes an admirable soil. There will be twelve piers, each 800 feet long and 200 feet in width, covered by sheds, with basins 200 feet in width between these, each basin affording berths for four large ships, a total of forty-eight for the twelve piers.

Space will also be provided for a drydock, with complete facilities. In other words, the plant at the terminal is to be on a scale much larger than anything yet seen in that part of the country. Mr. Flagler says he cannot himself estimate the cost of this extension of his road, as he does not yet know how much of it will be what is known as rock fill and how much cement, but what is best and strongest will be used, so as to bid defiance to wind or wave and make the road absolutely safe, no matter what the weather may be.

INCREASING CUBAN TRADE.

Season by season the travel to Cuba from this country grows greater and greater, and last season the steamers in use were actually unable to handle it. Mr. Flagler is himself one of the largest holders of stock in Cuban railways, and he knows the possibilities of that "garden island." He was there last winter and spent a week as the guest of another distinguished railway president, Sir William Van Horne, who is in charge of the leading railways in Cuba. Mr. Flagler found to his surprise that only one-eighth of the arable land there had ever been put in cultivation.

It is Mr. Flagler's intention to put on a line of huge transfer boats on which loaded freight cars can be transported to and fro between Havana and Key West. It will thus be possible to ship from Havana to New York by rail without breaking bulk at any point on the journey.

Peach Growing at McKinley.

The following item, clipped from that interesting publication *American Fruits*, ($1 per year, published monthly at Rochester, N. Y.,) suggests a crop that might prove profitable in the Isle of Pines:

"A. C. Haynes, the largest peach grower, near Deland, Fla., reports a fine prospect for a large crop this year. He expects to market 8,000 crates, and will be ready to begin shipping early in May."

If peaches can be successfully raised in Florida, there seems to be no good reason why they cannot be successfully grown at McKinley. Our climate is no warmer than Florida's as far as the high temperatures are concerned, while our mild, frostless winters would give our trees a rapid, steady growth without danger to buds or foliage from cold. It would seem that early varities should mature even earlier with us for the reasons stated, and, therefore, if Florida can ship peaches in May from a point as far North as Deland, which is in the heart of the old orange-growing belt, surely we could put our fruit on the New York market in February or March at the latest.

We would advise that some one write to Mr. Haynes for information regarding the variety he plants, and such other information as he may have at hand. All through Georgia and Alabama the growing of peaches is engaging the attention of the more intelligent farmers, while outside capital is being invested since the great Hale orchards at Fort Valley, Ga., have proven such a success.

In a personal letter to our treasurer a friend in Boston gives the following experience of a pioneer peach grower in Cuba. What has been done in Cuba with peaches can certainly be done as well or better in the soil of the Isle of Pines.

"I know a young fellow by the name of Sanborn, who started a fruit ranch in Cuba about four years ago, and raised the first peaches last year that had ever been raised on the island, but he did not have many and sold them all in Havana, at immense prices, and could have sold many times what he had. His father showed me a lemon the other day that he raised, and I never saw such a large one. I believe he raises a fine grade of tobacco, also. The young man likes to live there very well."

How to Address Mail.

All letters, papers, etc., intended for any of our settlers or visitors at McKinley should be addressed as follows:

MR. JOHN SMITH (*for example*),
care of Horace P. Hayes, Esq.,
McKinley, near Nueva Gerona,
Isle of Pines,
Via Havana. Cuba.

Florida Orange Contract Price.

NEW YORK, July 1.—Through private advices *The Packer* learns that orange operators have begun to work in Southern Florida and they are offering $1.25 a box on the trees for next season's crop.—*The Packer.*

Messrs. Seelbach and Stanley, recent arrivals at McKinley, are said to be making great progress on their land, having already cleared a large portion of it and are now having it ploughed.

We hear that Mr. Sam Corbin is making great progress in his work and has already eight acres cleared, and expects to plant 900 orange and grapefruit trees this August.

McKINLEY, ISLE OF PINES

A City of Orange Groves in the American District of Cuba.

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